

## Railroad Topics

The Las Vegas Springs branch handled nearly 1,400 cars of ice this season. Box cars are being made into way cars by the bridge carpenters.

D. Benjamin, general superintendent of the Harvey system, is in the city today.

Charles Burns, who was injured in a recent wreck, is reported up and around. He is a resident of Raton.

M. R. Williams, the superintendent of bridges and buildings on the Santa Fe, is here today from Las Vegas.

Frank Doughman, clerk in the car foreman's office at Raton, has accepted a better position as clerk at Pueblo, Colo.

Cars came down from the north last night with snow on them, indicating that they had passed through a severe storm.

The Gazette says it is expected that a new master mechanic will be assigned to Raton soon, but his name is yet unknown.

The old depot building now belongs to G. L. Althelmer, the capitalist, he purchasing it from Dr. Hope yesterday afternoon.

Harvey West has returned to the city from Alamogordo and gone to work again in the boiler department of the local shops.

Robert L. Daniel has been appointed traveling contractor for the El Paso-Rock Island road by A. S. Grieg, the assistant manager.

Will Schutenhelm is the name of the new clerk in the general foreman's office at Las Vegas. He was formerly employed at Raton.

Nearly all the girls who were employed in the burned Harvey house at Rincon are now employed in the Harvey house in Deming.

Charles Belnert, formerly station agent at the Santa Fe railway depot in Santa Fe, at present agent at Rowe, is in Santa Fe on business.

Mr. and Mrs. George Ferry, of Nutt, Luna county, will go to Santa Fe to live, as Mr. Ferry has accepted a position on the Santa Fe Central railway.

Jim Morehead, formerly section foreman at Lynn, passed through this city with his family en route to Williams, Ariz., where he has a similar position.

A. A. Joseph, of Ojo Caliente, son of Hon. Antonio Joseph, has accepted a position of storekeeper at Kennedy for the Santa Fe Central Railway company.

Tom Mulhern, brother of the conductor, who was trainmaster on this division years ago, is now holding a similar position on the Choctaw railroad.

The Raton Gazette says: J. E. Nelson has gone to work as car carpenter in place of H. Newhouse, who resigned to take his wife to the lower altitude of Kansas.

The offices of the Santa Fe Central railway at the capital city are very busy places at present, as the preliminary work for active railroad construction is being arranged.

James G. DeMier, of Las Cruces, for a number of years employed on the Mexican Central railway, has been appointed tie and bridge timber inspector by the Santa Fe Central railway.

Thomas Bourn, who had been writing insurance for several months, gave up that line of business and is back again on his former passenger run, as engineer between Las Vegas and Raton.

The Rocky Mountain News, in its last Sunday's magazine, in an article on "Men Who Conduct Railroads," devotes a paragraph to Charles Dyer, who is well known in this city, and publishes his portrait.

Mrs. W. C. Brown and family, residents of Los Angeles, Cal., passed through the city yesterday afternoon from Chicago, in a Lake Shore & Michigan Southern private car, en route to their California home.

The Raton Gazette says: A son was born to Mr. and Mrs. J. A. Oliver on the 12th, but only lived a short time. This is very sad, when we remember that only a week before they lost their only child, a little girl.

Hon. W. S. Hopewell has resigned as manager of the Las Animas Land & Cattle company of Sierra county, as he will devote his entire time to the Santa Fe Central railway, of which he is vice president and manager.

Railroad Contractors Orman & Cook, with their entire force, are now working on the Bisbee main line between Carlisle Springs and El Paso. Fortunately for the business interests of Deming, all work is centered on the Deming end.

The Santa Fe has awarded a contract to L. L. Summers, of Chicago, for installing an electric plant in Topeka, at a cost of \$89,000. In constructing the new shops it is the intention of the Santa Fe to substitute electricity for steam power.

C. B. Llewellyn has resigned his position as special agent for the Santa Fe Pacific, and will take a position in the surveyor general's office at Santa Fe. Harry Gray, formerly night watchman at the local shops, has succeeded Mr. Llewellyn.

Fifty Mexican laborers came up from El Paso this morning on passenger No. 22, and went north on No. 2. They were in care of L. B. Basques and consigned for railroad work near Taos, where the Santa Fe is making some improvements.

J. M. Crane, the locomotive engineer, who lately had a run on the Santa Fe out of Las Vegas, N. M., subsequently embarking in the grocery business there, is now manipulating the reins on a hack in El Paso, having come over to this side from Juarez.

The El Paso News says: Conductor James Connors of the Santa Fe, who has been off duty for the past two months, left for San Marcial, N. M., last night to resume his freight run between that place and Albuquerque. Mr. Connors is next on the list for a passenger train.

The Deming Herald says: John H. Gill is sick and confined to his house and the Bisbee depot matter drags. The Deming Business Men's association desire to secure ten lots near the Southern Pacific track on North Gold avenue from Mr. Gill for the Bisbee road's railroad buildings. They offer

him \$500 for the land. Mr. Gill wants \$1,000.

The Santa Fe has obtained an injunction against V. Green, of Ladonia, Texas, preventing him from using the company's tracks for his tricycle. It is understood that the company will take similar action against all persons using the tracks for bicycles, tricycles and like machines, owing not only to the danger attending the use, but also to the loss of revenue.

Llewellyn Mason, a conductor on the Chicago & Alton railroad, has just received assurance that courtesy to the traveling public sometimes has its reward. When the will of W. A. Tyler, a Bloomington millionaire, was probated it was found to contain the following clause: "To Llewellyn Mason I bequeath the sum of \$1,000 as a recognition of the courteous treatment accorded me while traveling on the Alton road."

Few people know much about time tables or the work that is involved in getting them out. Only the men who get them up and the men who print them, and the men who use them to appreciate their importance. To the average man the time table is a book of reference to be consulted on the rare occasions when he is about to "take a trip." But the time table is the railroad man's bible, his compass and his rule of life.—San Bernardino Sun.

Passenger brakeman M. J. Sickles of the Santa Fe came nearly ending his earthly existence yesterday afternoon by carelessly permitting a heavy ladder to fall on him at the new residence he is having erected on Virginia street in El Paso. He was knocked senseless and restoratives had to be applied to bring him back to consciousness. However, he rallied from the blow sufficiently to go out on his regular run last night.—El Paso News.

John C. Sears, day agent at the Santa Fe railway depot, Santa Fe, has returned from a very enjoyable trip to Denver, where he visited two sisters, one of whom he had never seen before and the other of whom he had not seen for almost twenty-five years. The meeting was of course a most enjoyable one. Mr. Sears had been east last year and about the time he arrived in New York state, his old home, the two sisters mentioned above started for Denver, and he missed seeing them at that time. They will probably visit Mr. Sears and family at Santa Fe some time this June.

A system of warning signals is to be installed in the Bergen tunnel near New York of the Erie road to guard against accidents similar to the recent one caused by falling rock from the roof of the bore. A row of incandescent electric lights will be placed inside the tunnel 200 feet apart and switches 500 feet apart will operate to turn the current on for the entire row of lights. If anything wrong is found all the warning lamps may be turned on at any one of the switches and the same current will operate the warning signals in the towers at each end of the tunnel.

A special to the Globe-Democrat from Oklahoma City says: It is reported here on good authority that the Oklahoma & Western line has been purchased by the St. Louis & San Francisco railway. This line is being constructed from Oklahoma City to Quannah, Texas, on the Colorado Southern, 180 miles west of this city, crossing the Rock Island at Chickasha, thence through Lawton, the new city. The Oklahoma & Western line, in addition to traversing the new reservation just opened, gives the Frisco direct connection with the Colorado Southern. It will be in operation by January 1 next.

**For Stomach Troubles.**  
"I have taken a great many different medicines for stomach trouble and constipation," says Mrs. S. Geiger, of Dunkerton, Iowa, "but never had as good results from any as from Chamberlain's Stomach & Liver Tablets." For sale by all druggists.

### COLONY OF OLD SOLDIERS.

Arrangements Being Perfected to Locate Them Near Geraldine, Texas.  
During the latter part of this month the Rock Island will haul a share of 2,000 people to Geraldine, Texas, a colony being formed near Wichita Falls.

It will be known as the American Tribune colony, and the promoter of the colonization scheme is Publisher Fitzgerald of the American Tribune, of Indianapolis, Ind., which has a large circulation among G. A. R. circles, and who was the founder of the Fitzgerald colony at Fitzgerald, Ga.

The colony will be located in the north of counties in Texas, just west of the Fort Worth line of the Rock Island railway. The Rock Island is making preparations to carry about 2,000 people to Holliday, Texas, during the latter part of this month, from which point they will make their way to the colony property.

The colony company is in possession of about 40,000 acres of land that is valued at from \$5 to \$10 per acre. The land has heretofore been used almost exclusively for grazing purposes, and is not in a cultivated condition.

The settlers who come to the colony, it is planned, will all be old soldiers. The plan is primarily to give old soldiers an opportunity to get a home cheaply. The land is divided into quarter sections. Every alternate piece of land will be kept in stock by the stock company that is formed to handle the business of the colony, while the other quarter sections will be sold to the settlers at the low rate of \$1 per acre. The land will in this manner be divided half in half, every alternate quarter section still remaining uncultivated. The mere fact that the surrounding land is being settled makes the land that is held in trust by the stock company more valuable, consequently when it is sold it helps balance up for what the company lacks in selling the first land to the old soldiers at the low price of \$1 per acre.

### This Will Interest Mothers.

Mother Gray's Sweet Powders for Children, successfully used by Mother Gray, years ago in her Children's Home in New York, cure feverishness, bad stomach, teething disorders, move and regulate the bowels and destroy worms. They are also pleasant to taste and absorbable as milk. Children like them. Over 10,000 testimonials of cures. They never fail. Sold by all druggists 25c. Ask today. Sample free. Address Allen S. Olmstead, Le Roy, N. Y.

Every one who secures land under these circumstances must remain on the land and improve it. People who want to go in for speculation are shut out, and only bona fide settlers will be allowed to buy the land.

Geraldine will be made the principal city of the colony, and it will be on the line of the Fort Worth & Denver City railway. The project is attracting considerable attention throughout the United States.

**Millions Put To Work.**  
The wonderful activity of the new century is shown by an enormous demand for the world's best workers—Dr. King's New Life Pills. For constipation, sick headache, biliousness, or any trouble of stomach, liver or kidneys they're unrivaled. Only 25c at all druggists.

### MINISTER'S INVENTION.

**Keeps Automatic Record of Everything an Engine Does.**  
A minister has patented a device that promises to lead him from the pulpit to the more lucrative field of commerce. H. G. Sedrick, a graduate of theology, and who has been in charge of several churches in and around Milwaukee, has in spare moments evolved what he terms a railway chronograph and its object is to register every move made by a locomotive. The machine is said to be a wonder and promises to do as much for railroads as the thermostat has done for heat regulation.

Among other things that the inventor claims for his device are that it makes a record of every blast of the whistle, the exact time and place; speed, every minute, hour, day and week, time and place a train breaks in two, speed when train parted, place on road of said parting, speed arriving at and departing from station and name of station, time consumed switching at any station, number of miles covered in switching at any station, how close a train is followed by another or any number of others, when and where two trains pass, when and where engineer first noticed a flag and if he signaled, time consumed in stopping after flag was noticed, when and where air brakes were applied, how long an engineer is on duty, just where the locomotive is and what it is doing every day and week and how much steam is wasted every day.

The device is placed in the engine cab directly behind the steam drum. The machine is now being tried on the Milwaukee & St. Paul line and on one of the eastern roads. Objection is registered to the invention on the ground that it attempts to record too much.

The inventor was formerly a telegraph operator for the Milwaukee & St. Paul road, stationed in Janesville, Wis. He afterward pursued an extended course in a theological seminary and subsequently had charge of several churches. He has been working on his invention three years.

**Bucklen's Arnica Salve.**  
The best and most famous compound in the world to conquer aches and kill pains. Cures cuts, heals burns and bruises, subdues inflammation, masters piles. Millions of boxes sold yearly. Works wonders in boils, ulcers, felons, skin eruptions. It cures or no pay. 25c at all druggists.

### OFF FOR SAN FRANCISCO.

**Lantry Train Has Left for the West to Fill China Basin.**

The Lantry train, composed of thirty cars and five dead engines, left Strong City, Kan., the other day for San Francisco, Cal., where work will be commenced at once on the filling up of the China Basin.

Neither of the Lantry brothers accompanied the train, but will go to San Francisco within a few days. Some of the workmen accompanied the train and some are already in San Francisco waiting for it.

The contract which the Lantry brothers have is to remove an immense amount of dirt for the Santa Fe road from the hill back of the Presidio and dump it in behind a long sea wall to reclaim a portion of the bed of San Francisco harbor which the Santa Fe expects to use for terminal facilities. The Santa Fe has a thirty-year lease on the ground from the state of California.

The contract price at which the work was let is 39½ cents per square yard, and it is thought the contract will amount to about \$1,000,000.

### For Over Sixty Years.

An old and well tried remedy. Mrs. Winslow's Soothing Syrup has been used for over sixty years by millions of mothers for their children while teething with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Is pleasant to the taste. Sold by druggists in every part of the world. Twenty-five cents a bottle. Its value is incalculable. Be sure and ask for Mrs. Winslow's Soothing Syrup, and take no other kind.

### WILL KEEP PROMISE.

**That is What President Ripley Says the Santa Fe Company Will Do for Raton.**

For the information of the citizens and good people of Raton it may be stated that Mayor Shuler and Juvan Houten had an interview with President Ripley of the Santa Fe last Thursday on board his private car in this city, he being en route to California. They interviewed him in regard to improvements and building at Raton and also requested him to authorize them to state to the press the substance of the interview, which was readily granted. Mr. Ripley stated that the promise had been made to the people of Raton through their committee at Topeka that the Santa Fe company would build up a new depot, hotel, freight building and make other improvements and that the company usually kept its word. That owing to scarcity of men and material they had been unable thus far to begin the improvements, but expected to do so some time this spring, and that his desire was that the citizens of Raton might be informed of these facts. Mr. Ripley was assured that the sewer system, which was a promise on the part of the city, is being rapidly carried to completion and also other improvements, at which he expressed gratification.—Raton Gazette.

**Carpenters' and machinists' tools of all kinds.** Albuquerque Hardware company.

### THROWS COLD WATER.

**President Ripley Makes Another Statement About Panama Canal.**

President E. R. Ripley, of the Santa Fe, discussing the immediate prospects of the road said:

"We are looking forward to a very prosperous year. Of course, our earnings for January and February will be greater than for the same months last year. There is no real trouble to cut our profits as there was then. In other matters the road promises well—very well. I may say we have made new arrangements for our transpacific trade, giving up our own line and using all the Pacific lines that run into San Francisco. The traffic will not be distributed among these lines on any settled basis, but will go to whatever ships are most convenient at the time. We think the arrangement will result in more prompt service and delivery across the ocean. The canal is a question of the future, and of the distant future, if I am correct in my opinion. The government estimates that it will consume ten years in building, and cost \$200,000,000. It is a notorious fact that it is safe to double the government figures on such undertakings. If that canal is finished inside twenty years and for less than \$400,000,000 it will be a surprise to many who should know. As to its effect on transcontinental lines, that is too far away to be considered. Great changes can come in twenty, or even in ten years, so the effect upon railways in general, and Santa Fe in particular, is problematical. Just now the people at large are very enthusiastic about the matter, but I am content to be one of the minority."

### A DOUBTING THOMAS.

**Had His Falling Hair Stopped and Dandruff Cured Without Faith.**

H. B. Fletcher, Butte, Mont., October 20, 1899, says: "Like many other people, I have been troubled for many years with dandruff and within the last few months my hair came out so badly that I was compelled to have what I had left clipped very close. A friend recommended Newbro's Herpicide. I confess that I doubted his story, but I gave Herpicide a trial and now my hair is as thick as ever and entirely free from dandruff." "Destroy the cause, you remove the effect." At druggists, \$1. Herpicide is a delightful hair dressing for regular use.

**A Faithless Wife Wrecks a Life.**  
Joseph Fountain, who died at Farmington last week, from tuberculosis, had a checkered career.

As a young man he started out with promise in the railway service with a run out of Boston. He married and lived happily for ten years, meanwhile being gradually promoted in his profession. One day he found his wife was false and his whole life was changed. Thereupon he went down to the wharf, and attiring himself in a ragged suit, leaving his other clothes there, took a train and left for the west, about ten years ago. Under an assumed name he sent back and got the papers describing his mysterious disappearance. He was carrying both accident and life insurance, but never knew whether they were paid or not. His wife was the beneficiary. No clue to his whereabouts ever reached his former friends until a few days ago, when he wrote a sister at Concord, N. H. Before his death a letter arrived at Farmington from his brother in New Hampshire, asking him to return there and offering him the comforts of a home. His mail was not called for, and he passed to the beyond without knowing the contents of that letter.

### RENIFF REINSTATED.

**Santa Fe Takes Back a Man Who Quarreled With G. W. Smith.**

There was a patch work bee at the Santa Fe offices, the other day, at San Bernardino, Cal., and when it was over with there came the announcement that J. R. Reniff, who resigned the foremanship of the coach shop last Thursday afternoon, had been reinstated. It will be remembered that after a little argument with Master Mechanic G. W. Smith, Mr. Reniff sent in his resignation, collected his time and left for Los Angeles. He returned to San Bernardino and stated to friends that he would return to the east soon. But matters have changed and now he is once more master car builder for the Santa Fe in that city, while A. A. Butworth, whom Division Master C. F. Lape appointed to take temporary charge of the department, goes back to an under foremanship.

**Mrs. Albright, the Artist.**  
Is again in her studio, 113 North Third street. Parties who wish fine work in artistic photography, should call and leave their orders for the new carbon photo, the latest in photographic art.

Deming ships over 100,000 head of cattle annually; is the center of the greatest breeding region in the southwest and cattle men all know this.

Bring in your tinware and have it repaired. Albuquerque Hardware company.

Deming needs one hundred new houses to supply the demand, and needs them now. This demand continues to grow.

**MEN'S UNDERWEAR: HIGH QUALITY: LOW PRICE. ROSENWALD BROS.**

In Deming you can buy lots for \$100 which will pay you 100 per cent. in less than twelve months.

### MONUMENTS.

All kinds of stone and marble work. Prices moderate. Shop and yard corner Fifth street and Railroad avenue. H. Q. MAURINO.

Deming has a magnificent school system.

**READ OUR AD—ROSENWALD BROS.**

### Notice.

The Rico Cafe serves the best meals in the city at 15 and 25 cents. Short orders, 5 cents up, 111 North First street.

In Deming another good hotel is needed to accommodate the enormous increase of population.

Outing flannel, 6 cents per yard.—Leon B. Stern.

## Kodol Dyspepsia Cure

Indigestion effects so many organs besides the stomach that the nature of the disease is sometimes mistaken. Headaches, giddiness, and so-called heart trouble are usually caused by indigestion alone. In such cases it is the stomach trouble which must be cured. Kodol Dyspepsia Cure restores health by digesting your food while the stomach rests. Dieting doesn't mean rest but starvation. You should relieve the stomach without weakening the system by denying yourself proper food. With a sound stomach your other complaints will soon disappear. "After seven years' suffering from indigestion" writes Mrs. Annie Alcorn of Merideth, Pa. "I was cured by three bottles of Kodol Dyspepsia Cure."

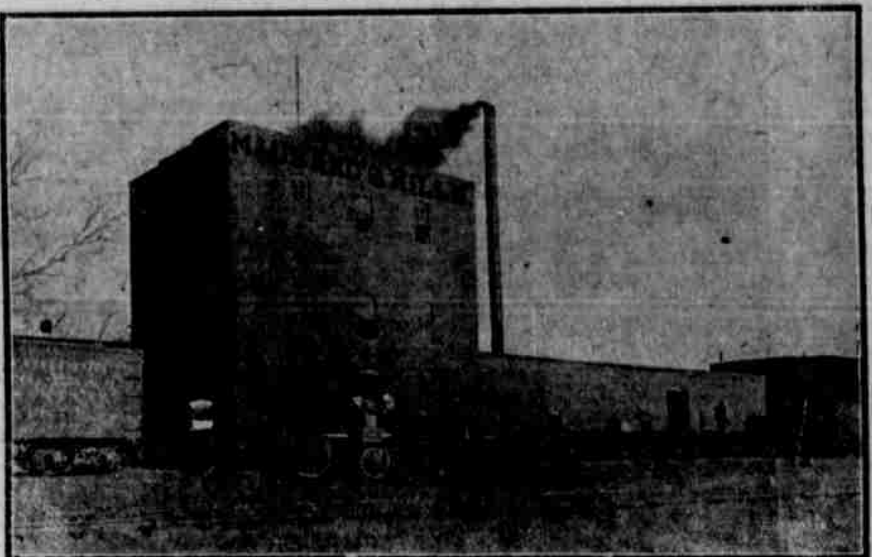
### Cures All Stomach Troubles.

Prepared by E. C. DeWitt & Co., Chicago. The \$1 bottle contains 2½ times the 50c. size. The favorite household remedy for coughs, colds, croup, bronchitis, grippe, throat and lung troubles is **ONE MINUTE Cough Cure**. It cures quickly.

J. H. O'RIELLY & CO., AND B. H. BRIGGS & CO.

## MAUSARD'S MILLS

CHAS. MAUSARD, Proprietor.



The Largest and Best Flour Mills in New Mexico. Flour and bran in car lots a specialty. ALBUQUERQUE, N. M.

## BEARRUP BROS. & CO...

Albright Place, Mountain Road...

...Your Patronage Solicited.

## WOOL PULLERS

ALBUQUERQUE, N. M.

## ZEIGER CAFE

QUICKEL & BOTHE, Proprietors

## BAR AND CLUB ROOMS

FINEST WHISKIES, IMPORTED & DOMESTIC WINES & COGNAC. The Coolest and Highest Grade of Lager served. Finest and Best Imported and Domestic Cigars

## F. TOMEI & BRO.



Have just received a large stock of foreign and domestic woolsens, which they are prepared to make up in first class style at reasonable prices, consistent with first class work. Ladies and gentlemen's clothing cleaned, pressed and repaired at short notice. 119 RAILROAD AVENUE.

## B. A. SLEYSTER,

ACCIDENT INSURANCE, FIRE INSURANCE, REAL ESTATE, NOTARY PUBLIC. ROOMS 12-14, CROMWELL BLOCK. Automatic Telephone 174.

## The ICEBERG

STEVE DALLING, Prop.

We handle the finest line of Liquors and Cigars. All patrons and friends cordially invited to visit the Iceberg. 109-111 South Second street.

### WHEN IN SAN MARCIAL STOP AT

### The Wigwam Saloon

ONLY SECOND CLASS HOUSE IN TOWN

### Helm & Story, Props

In Mexican drawn work we are showing a big assortment. Albert Faber, 305 Railroad avenue.



### Two Sides

Aside from the cheer and comfort it gives to life

## Hunter Whiskey

is friendship's pledge in happy hours.

It is The Charm of Hospitality and the Tonic of Health.

## The Meyers-Abel Co.

Wholesale liquor merchants, distributors. 319-321-323 West Railroad Ave. ALBUQUERQUE, N. M.

### GENTLEMEN!

Our selection of over two thousand winter samples, comprising all the fashionable goods for gentlemen's suitings, fancy vestings, overcoats and full dress suits, are ready for your inspection. Our tailoring and styles are unexcelled and the prices tall. Nettleton Tailoring Agency, 215 South Second street.

Investments in Deming lots will double and treble in one year.